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EISENHOWER-KHRUSHCHEV TALKS

CAMP DAVID

High Altitude Flights in the Berlin Corridors

To Be Raised Only At Soviet Initiative

If Chairman Khrushchev should bring up the subject of Western flights in the Berlin corridors at altitudes above 10,000 feet the President may wish to take the occasion to clarify to him the position of the US and its British and French Allies on this issue.



Anticipated Soviet Position

Since the Soviet Government formally protested the high altitude flights in the Berlin corridors conducted by US C-130 aircraft last Spring they may be expected to repeat their opposition to our right to fly above 10,000 feet in the corridors and possibly even to threaten to take measures to prevent such flights in the future.

Recommended US Position

Chairman Khrushchev himself as well as the Soviet delegation to the Geneva Foreign Ministers' Conference have confirmed Western occupation rights in Berlin. These occupation rights obviously carry with them rights of access to Berlin. These rights have in no way been altered at Geneva or by subsequent developments. Among these access rights are the rights of aircraft of the Three Powers to fly to Berlin via quadripartitely agreed corridors. Although our right to fly in the corridors is absolute we have always provided adequate advance notice to permit separation of aircraft in the corridors.

In view of our intention to exercise these rights on a regular basis whenever the operational need exists, we hope that the Soviet authorities will recognize the importance of and mutual interest in assuring flight safety and henceforth cooperate in established procedures to assure safety of flight.

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Already fifty percent of all US Air Force transport aircraft in Europe are modern turbo-prop planes which operate most efficiently and economically at altitudes above 20,000 feet. By the end of this year, two-thirds of these aircraft will be turbo-props. By 1962 100 percent will be turbo-props. In addition, many US air force and civil aircraft as well as those of the British and French having occasion to fly to Berlin in support of our garrisons there will be pure jets which also operate best at high altitudes.

(When Chairman Khrushchev came here his plane flew above 10,000 feet and when the President flies to Moscow his plane will do the same. This creates no problems for anyone. Likewise there should be no further problem when modern aircraft do the same thing enroute to Berlin.)

